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REPORT

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REFERENCES

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The population of the city of Kuybyshev numbers about 700,000. Including Bezymyanka, it is about 1,200,000. The majority of the population is Russian. Tatars, Bashkirs, gypsies, and individuals of mixed nationality, many of whom are visitors from the countryside, are seen on the street. 25X1
2. Since the city was not damaged during World War II, the extensive construction of new cement-block buildings, particularly in Bezymyanka, and of housing developments and wooden prefabricated houses in the surrounding area seems to indicate that the population has increased. In the center of town, where there is little new construction, the buildings are of stone. Banks and administrative buildings are, for the most part, in the style of 1870-1914. Most of the buildings on the main streets are five stories in height. In the sidestreets, some of the buildings are of wood, and near the outskirts of the town there is a transition to all wood construction. In this area, the houses appear old and dilapidated. Few are more than three stories high. Among them are badly plastered buildings of several stories.
3. Traffic in Kuybyshev is not heavy. Public transportation includes five or six streetcar lines and two or three bus lines. There are also taxis, official vehicles, trucks, and a few horse-drawn vehicles and bicycles. In 1953, most of the taxis were new Pobedas, distinguished by a black and white checkered stripe. The main taxi stand is at the railroad station, where there is also a telephone call box. The fare for 50 kilometers is 70 to 100 rubles. The streetcar fare is 20 kopeks, the bus fare 50 kopeks to one ruble. The fare for a distance of 20 to 24 kilometers on an intercity bus is seven rubles. Tickets are sold on the bus and in the bus stop at the end of the line.

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(Note: Washington distribution indicated by "X"; field distribution by "#".)

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4. Kuybyshev has railroad connections with Syzran (N 52-11, E 48-27), Penza (N 53-12, E 48-27), and Tashkent, and there is a local line to Krasnaya Glinka, with a branch line to Stavropol. The line to Stavropol was built in 1952, in connection with dam construction near Stavropol. It is single-track, although the foundations of the bridge across the Sok River are designed for two tracks.
5. East-northeast of the city of Kuybyshev, beyond the valley which approaches from the north, there is a civil airport. A small airfield, used by old-fashioned biplanes lies in the northern part of the city.
6. There is an inland harbor for steamships on the Volga at Kuybyshev. Freighters put in at the mouth of the Samara River. The port does not appear to be heavily guarded. Foreign ships do not call at Kuybyshev.
7. In the center of Bezymyanka, across the Volga River from Kuybyshev, there is a power plant with a high smokestack. In 1947, the plant burned wood. In about 1952, a large new power plant, which reportedly burns petroleum, was built on the left bank of the Volga about 30 kilometers downstream from the old plant. On a clear day, one can see the new plant, which has five or six smokestacks, from Upravlencheskiy Gorodok. The current in Upravlencheskiy Gorodok, which is transmitted from Kuybyshev, is alternating, with a voltage of 220. The current is usually below full strength, ranging from 150 to 180 volts. Until 1951, consumption of electricity was limited by occasionally cutting off the current in certain parts of the city. Limitation devices for current were used in apartments until 1953, when meters were introduced. The life span of electric light bulbs varies greatly in the area.
8. Periodicals in Kuybyshev include Volzhskaya Kommuna and Komsomolskaya Pravda. It is possible to subscribe to Pravda, Izvestiya, and Trud, although only a limited number of subscriptions are available.
9. Radios must be registered by type, number of tubes, and serial number. There are no known restrictions on reception of foreign broadcasts. Many citizens own sets capable of receiving such broadcasts.
10. Public health facilities in Kuybyshev include a university clinic and clinic-hospital, a hospital for infectious diseases, a gynecologic clinic, an eye clinic, and a dental clinic. One must be recommended by a polyclinic in order to be admitted to a hospital. No distinction is made between Soviets and foreigners in the matter of admittance and treatment.
11. There are daily performances at the opera in Kuybyshev. Tickets cost from seven to 20 rubles. Prices are similar at the theater. There is a concert hall for the philharmonic symphony orchestra, and another concert hall is located in the officers' club. Movies cost three to six rubles.¹
1. Comment: According to a previous report, opera tickets cost four to 14 rubles and movie tickets were two to six rubles in 1948.

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Key to Attached Sketch of the Center of Kuybyshev

1. Department store, an old building of two or three stories finished in light gray plaster with a flat roof.
2. Grand Hotel, an old, dark gray building of three stories, possibly brick.
3. Hotel National, an old, dark gray brick building of four stories.
4. Post office, an old three-story building finished in beige plaster.
5. Post and telegraph office, possibly the main post office, a new building with the lower part built of stone blocks.
6. Opera, a gray building probably of reinforced concrete, built in the new style about 1927-1928.
7. Legitimate theater, in classical style. (Editor's Note: Not located on sketch)
8. Philharmonic concert hall, a domed two-story building with exposed steel beams inside, finished in beige plaster.
9. Tailor shop (atelye mod), an old building with large shop windows.
10. Confectionery (glavnyy konditer), with blue tiled walls on the first story.
11. Church, with one large and several smaller green bulbous towers; still in use as a church.
12. Church, in good condition, located behind an athletic court.
13. Church, a red brick building in Neo-Gothic style with a partly ruined tower; supposed to have been the church of the German community, now it houses a naval museum or similar exhibition.
14. Stadium, separated from the street by a wooden fence.
15. Athletic court, with an iron fence on the street side.
16. Railroad station, a two-story building of white plaster.
17. Railroad administration building, a new construction, probably of reinforced concrete.
18. Apartment house, an attractive new building in the Tashkent style, with balconies running the full length of the structure.
19. Lenin monument, a figure of Lenin delivering a speech from a pedestal.
20. Large bazaar, with wooden stalls and a wooden fence with several entrances.
21. Large building, of unplastered yellow brick; several buildings of the same type east of this one.
22. Unpainted wooden booth, used by the market militia.
23. Bazaar, of medium size with a colorful wooden entrance; street location uncertain.
24. Small bazaar.
25. Very small bazaar, enclosed by a wooden fence.
26. Very small bazaar, enclosed by a wooden fence.
27. Passenger shelter, at last stop for long-distance busses.

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- 27a. Fire Station.
28. Clinic hospital, finished in pink and green plaster, with a semicircular front.
29. Hospital compound, low single buildings resembling barracks.
30. Streetcar barn.
31. Bakery, a new building in deteriorated condition.
32. Ball bearing plant, with a large model of a ball bearing over the doorway.
33. River terminal (rechnoy vokzal), a landing place for local and long-distance ships; with floating piers and wooden buildings, most of which are painted blue.
34. Grain elevator, visible from a distance.
35. Fuel tanks; location on sketch is approximate.
36. Park of Rest and Culture, with wooden stairs leading up from the bank of the Volga.

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